

30 SEP 1970

**MEMORANDUM FOR:** Deputy Director for Support

**SUBJECT** : Policy Recommendations for the Location of  
Federal Work Facilities in the National Capital  
Region

**REFERENCE** : Letter dtd 13 Aug 70 to DCI fr Exec. Dir. NCPC,  
same subject

1. This memorandum is for information only.
2. If the policy recommendations set forth in the reference are accepted by the President and enforced through an Executive Order, new locations and relocations of Federal offices would fall under the review and control of the National Capital Planning Commission (NCPC) which is invested with right of approval over site selection.
3. NCPC policy goals are twofold:
  - a. Improvement of conditions for low and moderate income (up to \$10,000 per annum) Federal employees in housing supply and "fit" of home to job locations.
  - b. Improvement of economic balance within the metropolitan region (central city versus suburbs).
4. Implementation of NCPC goals would require that a subject site for new or relocated facilities meet the following preconditions prior to approval by NCPC:
  - a. Housing - adequate supply for the low and moderate income employees of all races and creeds be available within 45 minutes commuting time by public transportation.
  - b. Transportation - adequate public transportation and highway systems to serve the increased load on the neighborhood.
  - c. Regional Economics - proposed Federal operations be consistent with planning efforts to keep a balanced growth between the central city and the suburbs.

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**5. Impact on Agency planning:**

a. NCPC wants to staunch the flow of Federal operations to the suburbs until the central city is built up to potential. The Agency's goal is consolidation at Langley. To achieve permission for such a move, it would be required to show:

- (1) Overriding need for suburban relocation of facilities.
- (2) Adequate housing and community facilities within prescribed community radius, particularly for low and moderate income employees.
- (3) Adequate public transportation service to Headquarters.
- (4) Traffic loads imposed by consolidation do not overload local road networks.

b. The greatest impact would probably be in the amount of extra staff planning work and presentations required. Research and analysis of the pre-conditions may necessitate retention of consulting firms, to assist Agency planners.

c. Obviously, early and continuing liaison with NCPC will reveal the exact influence these NCPC recommendations may have on Agency consolidation planning.

6. It is anticipated that achievement of our goals for 1980 will fit the projected city/suburban balance and that housing and transportation conditions at that time will meet NCPC approval. Also we would be adding to the existing Headquarters and not proposing a new location. Much depends on actions by other government organizations.

a. For instance, if intensive use of a portion of BPR land by DIA or another large operation is proposed simultaneously with the Agency consolidation effort, the total resultant may exceed NCPC limitations and be cause for resistance to or rejection of the CIA proposal.

b. Or renewed activities by other Federal offices in the central city may bring regional development into balance by 1980, eliminating one of the potential problems.

7. It is recalled that during a meeting with Mr. Donald Bozarth and Mr. Edward Hromanik of NCPC in the office of the DD/S on 27 May 1970, Mr. Bozarth spotted the

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projected new entrances on the Building Planning Staff's (BPS) schematic layouts and noted the need for them. The NCPC representatives also agreed that some type of multilevel parking facility would probably be required to keep from covering extensive amounts of land with blacktop. It was mentioned that some acreage (amount unspecified) would need to be acquired from BPR, and that it would probably be necessary for the Agency at some point to request permanent acquisition of the West Parking Lot and Heliport. Mr. Bozarth's opinion at that time was that another large agency could not be supported in the Headquarters environs by the existing road network. The NCPC representatives commented favorably upon the "Master Plan" approach in the BPR planning efforts and that a "Master Plan" for construction will have to be submitted for consideration by the Commission (through the Virginia Planning Authorities) before it would be receptive to an approach on any single structure. The comments made at the above meeting relate closely to sections of the policy recommendations report discussed in the preceding paragraphs.

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Director of Logistics

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